

CHAZALON & CO.
MAKERS
AND
FRENCH
PRESERVES
IMPORTERS.
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1840

St. GEORGE'S
BUILDING
DISS BROS.
Tailors.

No. 13,689

號一廿月二十年六零百九千一英

HONGKONG, FRIDAY, DECEMBER 21, 1906.

日六初月一十年午丙

PRICE, \$3.00 Per Month

SHERRIES.

PALE FINO:
Cande de Torres Cabrera ... \$12.00.
DINNER SHERRY:
Cande de Torres Cabrera ... 16.00.
PER CASE OF 1 DOZEN QUARTS.

MACGOWEN, FRICKEL & CO.,
1815 3, DUDDELL STREET.

Intimations.

WHO'S WHO IN THE FAR EAST.

THE
ONLY BOOK OF REFERENCE
WHICH GIVES
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST
IS NOW ON SALE
Price ... \$10.
FORWARDED TO ANY ADDRESS.
OBTAINABLE FROM THE PUBLISHERS—
8, QUEEN'S ROAD CENTRAL,
Hongkong.
Hongkong, July 10, 1906.

THEATRE ROYAL.
CITY HALL.
THE
HONGKONG AMATEUR DRAMATIC
CLUB
WILL PRODUCE A COMEDY IN THREE ACTS
ENTITLED

'THE HOBBY HORSE'
BY ARTHUR W. PINERO.
TO-NIGHT!
(FRIDAY), 21st DECEMBER,
SATURDAY, 22nd

Doors Open at 8.30 P.M., Performance
at 9 P.M.
Booking at the ROBINSON-PIANO Co.,
open on and after THURSDAY, 13th
December, at 10 A.M.
PRICES... .. \$3, \$2, \$1.
Soldiers and Soldiers in Uniform Half
Price to Pit Stalls and Pit.
Hongkong, December 21, 1906. 2324

CHRISTMAS HOLIDAYS.

IN accordance with the provisions of
Ordinance No. 6 of 1875 the EX-
CHANGE BANKS will be CLOSED for
the Transaction of Public Business on
TUESDAY and WEDNESDAY, the 25th
and 26th instant respectively.
Hongkong, December 19, 1906. 2426

WANTED.

ABOUT 80,000 to 100,000 square feet
of GROUND for industrial purposes.
If possible with buildings thereon.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, December 18, 1906. 2314

LOST.

BETWEEN St. Andrew's Church, Kow-
loon, and the Victoria Hotel, a
GOLD CURB WATER BRACELET.
Reward given if returned to
N. H. RUTHERFORD,
SHEWAN, TOMES & CO.
Hongkong, December 20, 1906. 2434

LOST.

AT the entrance to the City Hall, last
night, a MILITARY OAF.
Finder please communicate with
'CHINA MAIL' Office.
Care of 'CHINA MAIL' Office.
Hongkong, December 20, 1906. 2431

LOST.

GOLD TRUE LOVER'S KNOT
BROOCH, set with Pearls, Turquoise
in centre. Reward on returning same to
'CHINA MAIL' Office.
Care of 'CHINA MAIL' Office.
Hongkong, December 14, 1906. 2304

CLEARANCE SALE AT CHEAPEST PRICES.

SILVER WARE, IVORY JAPANESE
TEA SETS, LACQUERED WARE,
CHINESE PORCELAIN, AND
CHINESE SILK, HANGING CURTAINS,
AND ALL KINDS OF FURNITURE.
KANGAROO & CO.,
No. 4, Queen's Road Central,
Opposite, CONTAGIOUS DISEASE
HONGKONG, December 17, 1906. 2410

Business Notices.

**INNES' PATENT
METALLIC ZINC POWDER.**
THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.
W. S. BAILEY, Sole Agents.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON, AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. POWAN, 2,338 tons, Captain W. A. Valentin.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. KINSHAN, 1,995 tons, Captain J. J. Lousias.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m.
(Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.
s.s. HONAM, 2,383 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 a.m. Sunday Special Excur-
sions leaving Hongkong at 8.30 a.m. and a Second Departure about 7 p.m.
Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a
Second Departure about 7.30 p.m. On Sundays at 3 p.m. (See Special Express).
Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVA- TION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
s.s. SAINAM, 558 tons, Captain J. Willet.
s.s. YANMING, 569 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same day
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

G. FALCONER & Co., HOTEL MANSIONS. CHRISTMAS! CHRISTMAS!! PRESENTS.

LARGE SELECTION OF THE LATEST DESIGNS IN
DIAMOND AND OTHER GEM JEWELLERY.
BROOCHES, BRACELETS, RINGS, NECKLACES, etc., etc.
Presentation Bowls and Cups from \$20 to \$500.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

NOTICE.

NOTICE IS HEREBY GIVEN that the
SAVED GOODS and Wreckage
now in the Custody of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, at Kowloon, will be sold by
PUBLIC AUCTION by Messrs HUGHES
and HUGHES, at the Godowns at Kowloon
on SATURDAY, the 22nd December, 1906,
at 11 A.M., unless the same are claimed
and taken delivery of and the charges due
in respect thereof paid before that date.
Full particulars of the said Goods and
wreckage can be obtained from the POLICE
and HUGHES & HUGHES.
Hongkong, December 18, 1906. 2393

OPEN FOR PUBLIC ENGAGEMENT.

Terms Very Reasonable.
Apply at 35, ELGIN ROAD,
KOWLOON.
Hongkong, December 6, 1906. 2247

NOTICE.

NOTICE IS HEREBY GIVEN that the
partnership between Messrs EWENS
and HARTON and myself having been
determined, I intend to practice as a
solicitor and notary public on my own
account.
Notice of the location of my Office will
be given as soon as possible.
REGINALD HARDING.
Hongkong, December 18, 1906. 2422

TUITION.

M. L. A. DE GRACA has discovered a
New Method which enables him to
teach the MANDARIN or PAKHOI in six
months. Also gives Lessons on Violin and
Guitar. Terms moderate. Address 55,
ELGIN STREET.
Hongkong, October 29, 1906. 2004

**CARMICHAEL AND
OLARKE.**
CONSULTING ENGINEERS AND
SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: 'CARMICHAEL', HONGKONG.
'A. B. OLARKE', 4th Edition.
A. I. C. Standard Code.
TELEPHONE, 223.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS
THE MOST RELIABLE PACKING FOR MARINE ENGINES.
DAGGER
BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LD., LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE: 8, DES VŒUX ROAD.

LANE, CRAWFORD & CO. CHRISTMAS DELICACIES.

PLUM PUDDINGS. MINCEMEAT.

HUNTLEY and PALMERS'
**XMAS CAKES.
YORK HAMS**
SPECIALLY SELECTED FOR L. C. & CO.

CHEESE:
WHOLE STILTONS and STILTONS IN JARS.
GORGONZOLA. McLAREN'S.

CRACKERS (NOVEL DESIGNS) CRACKERS.

NUTS:

FILBERTS, ALMONDS, BARCELONAS.

Crystallized Fruits, Pulled Figs.

Carlsbad and Elvas Plums.

Muscateles.

CADBURY'S CHOCOLATES.

ENGLISH AND FRENCH CONFECTIONERY.

TOYS! TOYS! TOYS!

LANE, CRAWFORD & CO.
Hongkong, December 6, 1906. 2040

XMAS! XMAS!! XMAS!!!

Special Arrangements have been made by the Management
of the

BELLE VIEW HOTEL
FOR THE XMAS HOLIDAYS.
FREE. FREE.
On Xmas Night the old English Yule-tide drink of WHISKY
PUNCH will be given away.
BELLE VIEW HOTEL,
THE RURAL RETREAT OF HONGKONG.
Hongkong, December 20, 1906. 2311

MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane).
TYPHOON PICTURE POSTCARDS
NOW ON SALE.
ALSO THE TYPHOON ALBUM, WITH A COMPLETE
SERIES OF OVER 50 SCENES.
Hongkong, November 27, 1906. 1178

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road. EXCELLENT FURNISHED ROOMS. COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY. FOR TERMS APPLY TO THE MANAGER.

DR T. YAMASAKI

Dental Surgeon
(JAPANESE DIPLOMA)
31, QUEEN'S ROAD CENTRAL
Opposite Post Office.

DR H. ISHIWARA

Dental Surgeon
(JAPANESE DIPLOMA)
214, SHAMEN, CANTON.
Fees Very Moderate.
Latest American Methods.
NO CHARGE FOR EXAMINATION.
Hongkong, December 4, 1906. 2310

CAMPBELL, MOORE & CO., LIMITED.

JUST RECEIVED
GILLETTE SAFETY
RAZORS, MANDARIN
RAZORS,
WITH EXTRA BLADES.
NEW PERFUMERY,
2s 6d, 3s 6d, 4s 6d

OHEE WING & CO.

38 & 39, LEE YUEN STREET (WEST)
HONGKONG.
DEALERS IN
All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.
STEEL CHISELS and TEES
CORRUGATED IRON, FIG IRON, &c.
Suitable for
SHIP, ENGINEERING AND HOUSE BUILDING.
1923

Business Notices.

GREEN ISLAND CEMENT CO., LD
PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.
In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO. SPECIAL LINES

SMART TAILOR-MADE COSTUMES

VERY EXCEPTIONAL VALUE.

ARTISTIC FURS AND FEATHER BOAS

AT MODERATE PRICES.

NEW MILLINERY

Flowers, Feathers, Gloves, Laces, etc.

EVERYTHING OF THE NEWEST DESCRIPTION.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRA.

H. HAYNES, Manager.

HOTEL BALTIMORE

LATE HOTEL AMERICA
2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED
AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER.

VICTORIA DISPENSARY.

WE HAVE JUST RECEIVED A NEW SHIPMENT OF

CONFECTIONERY.

Chocolate Almonds and Creams, Chocolate Biscuits,
Mexican and Milk Chocolate.

PASCALL'S BUTTER SCOTCH AND TOFFEE.

RICHMOND MIXTURE. BURNED ALMONDS.

Sugared Almonds. Mixed Fruit Pastilles.

A LARGE ASSORTMENT OF
CADBURY'S CHOCOLATES IN FANCY BOXES.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,
SOLE AGENTS.

Hongkong, March 2, 1906. 449

NOTICE.

THE HONGKONG AND CHINA GAS CO., LTD.

begs to notify Consumers and the Public that on and from
the 1st JANUARY, 1907,

THE PRICE OF GAS WILL BE REDUCED TO
\$2.75 per 1,000 cubic feet.

The Company takes this opportunity of pointing out the advantages in cheapness
and safety of Gas Lighting over any other form of illuminant, and of inviting inspec-
tion of its Show Rooms at West Point and Yau-mai, Kowloon, in which can be seen
every description of Gas apparatus suitable for lighting, heating, or cooking.

George Curry, Local Secretary.
Hongkong, December 12, 1906. 2330

ASK FOR

KUPPER'S PILSENER BEER

and see that you get it.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS

SOLE AGENTS:

Caldbeck, Macgregor & Co.,
15, QUEEN'S ROAD CENTRAL.

the propeller. It is a beautiful thing, this shaft, polished so that one can see the fine close circles that have been cut in turning it. Of course, this twin-screw line had two of these shafts, but I did not see both as they are exactly alike. It was an interesting experience to walk on a narrow ledge, down the long white-painted tunnel that enclosed the propeller shaft, the visible ribs of the ship leaning close above one's head, the great chorus of the engine room growing fainter till in the distance—as it seemed by contrast—at the end of the shaft it was almost possible to imagine that one heard the churn of the great propeller blades outside.

To complete the adventure I went into the stokehold, though my kind engineer was afraid it would be too hot and dirty for me—but I felt somewhat hot and dirty as it was, and a trifle more of the same made no matter. So I bent my head and crawled through a round iron door—more a sort of manhole than a door—and then stepped abruptly, for I was immediately face to face with the glare of the furnaces and the huge boilers towering up into the darkness.

A group of stokers, bare to the waist, but effectively clothed in coal dust, stood together in one corner leaning on their elbows and shovels. The small amount of floor space was heaped with fresh coal and cinders recently raked out from the fires, cinders that were mostly red-hot, while little wandering flames licked greedily round a loose piece of coal or flickered over a dribble of spilt oil. The heat of the place had a scorching pitiless quality.

Looked at the stokers, who endured several hours of it at a stretch, and mentally gasped. But they seemed cheerful enough, and at a word from the engineer (who was kindly determined I should see everything), a couple of them flung open two furnace doors with a rattle, and tossed more coal into the gaping red mouths that looked as if they would surely swallow us all up. Then a great-shouldered stoker leaped forward and thrust his long "sleeve" into the roaring mass of coal, raking, probing, stirring it, till I thought the skin must be scorched off his arms and chest, but it was not till a little heap of white cinders was tumbled out of the furnace mouth that he slammed the door and stepped back. Then the roar of the "cleared" fire went up with a higher and fiercer note.

I had watched this little operation with such interest that I had not pretty well scorched myself and when in stepping back hurriedly I landed on some uncomfortable hot cinders I began to feel that I had seen enough of the stokehold. So after a glance at the important glass tube which shows the pressure of steam in the boilers, I fled, with a kind of Dore picture of black and crimson—vast black shadows and sinister crimson fires—stamped for ever on my brain.

When I reached the upper deck, wind-swept with the speed of our going, the great ship was pounding steadily along, her bows one sparkle of sunny foam. And to attain this appearance of effortless strength the crossers down below are climbing cat-like along narrow galleries with dripping oil-cans and anxious eyes for a hot bearing, the stokers rake and clean and feed their fires, the engineer and his assistants keep their tireless watch. But to the ordinary first-class passenger all this labour and endurance means nothing but so many knots a day and a trail of smoke that vanishes from the funnel.—E. Hallam Moorhouse in the *Daily Chronicle*.

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Room.
Private Bar and Billiard Room.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fan (if required).
Electric Passenger Elevator to each Floor.
Table D'Hotel at Separate Tables.
TELEPHONE ADDRESS:
"VICTORIA," Hongkong.
For terms, etc., apply to the MANAGER.

VICTORIA HOTEL,
SHAMKIN, CANTON.
On the British Consulate.

MACAO HOTEL
MACAO, CHINA.
In the Centre of Fraga Grand.

BOTH Hotels under Experienced European Management.
Every Comfort and Convenience for Residents and Tourists.
W. FARMER, Proprietor.

THE BEST BILLIARD TABLES IN THE COLONY ARE AT THE KOWLOON HOTEL, CABLE ADDRESS "CHIEF" KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Club, Billiard Garden.
HONGKONG CHINESE, W. W. COBBIN, Proprietor and Manager.

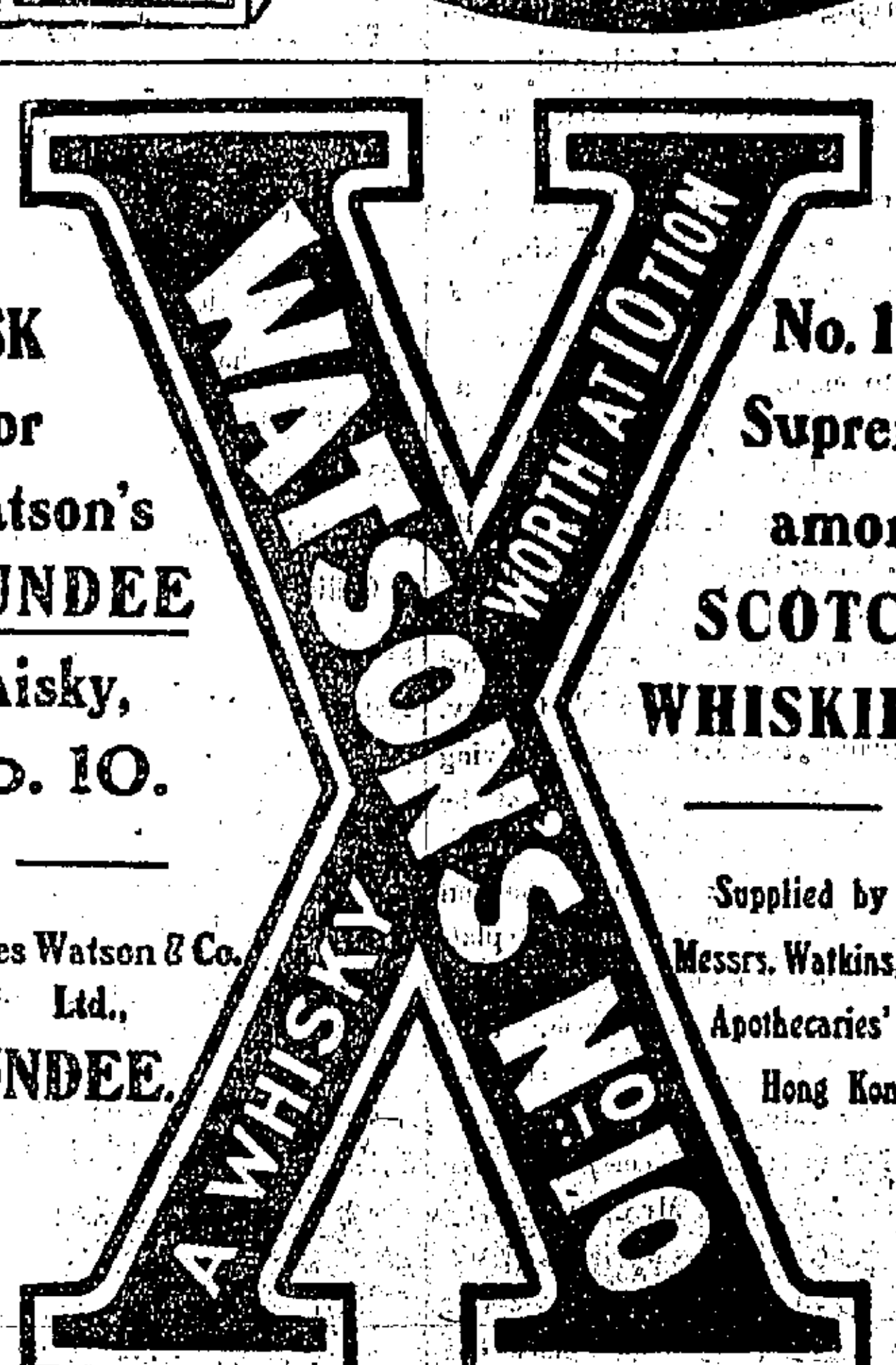
Don't be Discouraged

Even if you have tried so many times to regain your health and energy that you are almost discouraged, TRY AGAIN. Take

Hall's Coca Wine

and succeed. Hall's Coca Wine is liquid life. It gives health to the sick, strength to the weak, and energy to the strong. There is nothing so potent as Hall's Coca Wine in the treatment of debilitated disease, nothing so stimulating to the jaded body in its unequal fight against climatic conditions; nothing so valuable to the healthy man to preserve his health. Hall's Coca Wine is a grand English tonic, sold by all chemists and stores, in large and small bottles. Look for the red Keystone trademark and accept no substitute.

Hall's Coca Wine is the most marvellous restorative known to medical science, pure, potent, palatable.



MIYAKO HOTEL, KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER PALERMO.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared by the 24th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HERBERT, Superintendent.

Hongkong, December 18, 1906. 2450

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP SIKH.

FROM GLASGOW, MIDDLESBORO, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Notices to Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo by Steamship KUREA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their goods from alongside.

Cargo impeding discharge and undelivered by FRIDAY, the 21st December, at 6 p.m., will be landed and stored at Consignees' risk and expense.

Broken, chafed, or damaged goods will be examined at this Company's Godown on SATURDAY, 22nd December, at 10 a.m.

No Fire Insurance will be effected.

S. S. L. YESTER, Agent.

Hongkong, December 20, 1906. 2429

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER SIMLA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo—From London, &c. of a.s. China, From Penang, &c. of a.s. B.L.S.N. and B. & P.N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 8 hours.

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship, Kunzang, having arrived from the above Port, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 19th Inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, December 17, 1906. 2407

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENAFON.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the 24th December, at 11 a.m.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st December, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th December, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, December 17, 1906. 2407

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship SEYDLITZ, having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m., the 20th of December, at 3 p.m.

No Claims will be admitted after the 27th of December, at 11 a.m.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of December, at 11 a.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELOHEIS & CO., Agents.

Hongkong, December 20, 1906. 2430

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Arriving after having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 22nd Inst., 1906, will be landed at Consignees' risk and expense into the hazardous, and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSON & CO., Ltd., Agents.

Hongkong, December 19, 1906. 2425

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship SANDAKAN, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m., the 19th of December, at 11 a.m.

No Claims will be admitted after the 26th of December, at 11 a.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELOHEIS & CO., Agents.

Hongkong, December 18, 1906. 2410

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from *The China Mail*, With an Appendix.

To be had at the Office of the Press, 5, Wyndham Street.

Price 50 Cents.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on account of the Hongkong and Shanghai Banking Corporation, the following:

MONDAY.

the 24th December, 1906, at 11 a.m., at their Sales Room, No. 8, Des Voeux Road, Corner of Lee House Street, an ASSORTMENT OF ARTICLES suitable for Xmas and New Year's Gifts.

50 cases PRINCE and FINE CHAMPAGNE, 20 cases COGNAC, 10 cases WHISKY and 100 boxes MESSALY CIGARS. Special Holiday Stock in Duty Gift Boxes.

Terms—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, December 19, 1906. 2427

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on account of the Hongkong and Shanghai Banking Corporation, the following:

SATURDAY.

the 22nd December, 1906, at 11 a.m., at their Sales Room, No. 8, Des Voeux Road, Corner of Lee House Street, a LARGE QUANTITY OF ENGLISH-MADE JEWELLERY, comprising—

DIAMOND RINGS, GOLD NECK CHAINS, PEARL BROOCHES, PINS, SILVER-MOUNTED JEWEL CASES, PERPENDICULAR, BANGS, GOLD AND SILVER WATCHES, HALL-MARKED GOLD ALIBES, PEARL AND EMERALD ORFÈVRES, LADY'S CHATELAINES AND CARRIAGE CLOCKS.

Catalogues will be issued.

Terms—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, December 18, 1906. 2418

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on account of the Hongkong and Shanghai Banking Corporation, the following:

SATURDAY.

the 22nd December, 1906, commencing at 2.30 p.m., at the Sales Room, DUNDRELL STREET, a VARIED COLLECTION OF FANCY GOODS, comprising—

Bronze Groups, Figures, Plaques, and Glass Pictures, and Vases, Clocks, Work Boxes, Leather Goods, Fancy Glassware, Mirrors, Porcelain Figures, &c., &c.

ALL SUITABLE FOR XMAS PRESENTS.

A view from Friday afternoon.

Terms—Cash on delivery.

GEORGE P. LAMMERT, Auctioneer.

Hongkong, December 18, 1906. 2402

PUBLIC AUCTION.

Particulars and Conditions of the Letting by Public Auction, to be held on MONDAY, the 24th day of December, 1906, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of the Lot of GROWN LAND, at Hung Hom, in the Colony of Hongkong, for a term of 75 years, with option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 99 years.

Particulars of the Lot.	Boundary	Area	Approximate	Use
Lot 1	Boundary	Area	Approximate	Use
Lot 2	Boundary	Area	Approximate	Use
Lot 3	Boundary	Area	Approximate	Use
Lot 4	Boundary	Area	Approximate	Use
Lot 5	Boundary	Area	Approximate	Use
Lot 6	Boundary	Area	Approximate	Use
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Lot 9	Boundary	Area	Approximate	Use
Lot 10	Boundary	Area	Approximate	Use
Lot 11	Boundary	Area	Approximate	Use
Lot 12	Boundary	Area	Approximate	Use
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Lot 81	Boundary	Area	Approximate	Use
Lot 82	Boundary	Area	Approximate	Use

BY TELEGRAPH.

THE NORTHERN STORM.

FORTY VESSELS LOST.

(From Our Correspondent.)

SHANGHAI, December 21.

In the blizzard which struck Dalny during the early days of the week, thirty-five Japanese and five Chinese vessels were sunk.

At Chefoo five lives were lost in the wreck of the "Miyako Maru."

OPIMUM DENB.

CLOSING AT TIENTSIN.

(From Our Correspondent.)

SHANGHAI, December 21.

It is reported that in consequence of the agitation against opium dens at Tientsin 4000 have been closed.

HOKKAIDO'S GOVERNOR.

A NEW APPOINTMENT.

(From Our Correspondent.)

SHANGHAI, December 31.

Baron Yasukata Sonoda, Governor of Hokkaido, has resigned his position and has been succeeded by Junkwaeshima (?).

SHUM AND YUNNAN.

DECLINES TO PROCEED.

(Chinese Mail's Service.)

PEKING, December 30.

Viceroy Shun Chun Hsen wires that he declines to go to Yunnan unless the Central Government consents to a foreign loan of \$10,000,000. He states that the revenue of the Yunnan province is

not sufficient for developing the place.

[The above information confirms the which appeared in the columns of our native edition and in this paper some time ago. Shum expressed the dislike to impose further taxation in Yunnan as his father had been instrumental in relieving the people of it.—*Ed., C.M.*]

THE "SICILIA."

Departure of Officers.

The following officers left on the transport "Sicilia" to-day—

Majors Rowe, Painter and Watkins.
Captains Kirkpatrick, Pritchard, Swinall and Paxton.
Lieutenants Nugent, Lucy, Smith, Girdlestone, Ramsford-Hannay, Garwood, Cooper, Dyrmock, Case-Morris, Chusney, Rogers, Paget, Smith, Doran and Lieut. and Q. M. Clark.

In addition to the above, there were three following:—

Surgeon Stanford, Mrs Ross and two children, Mrs O'Sullivan and two children, Miss Belcher (Nursing Sister), Miss Higby and the following non-commissioned officers:—

2d Cl. Mr. Gr. Cravett, Sergt. Major Fairbairn, 3rd Cl. Mr. Gr. Gaisher, Foreman Gimblitt, Sgt. Major Goodhall, S. Q. M. S. Morris, Grayner, Saunders, Bacon and Jones, Chief Stokers Rose and Williams, Sgt. Major Brook.

THE DOCK MURDER.

\$1500 Reward.

The police desire the widest publicity to be given to the fact that a reward of \$1000 has been offered for information which will lead to the arrest of the person or persons who

John Robertson-Craig, chief clerk at the Kewloon docks, in his house No. 22, Dock Street, at about midnight on December 14.

From a resident of Kowloon we learned that the reward of \$1000 is offered by the Dock Company and that a further sum of \$500 has also been offered by a private individual. Our informant also stated that the murder has created a profound sensation at the docks and the fact that the murderer may be still at large has made residents of the Dock Village very uneasy, and special precautions are being taken to secure their safety. A few days ago a meeting of the Dock's European employees was held at which it was decided that a request should be made to the Dock Company to have the electric light on in the quarters at the Dock's night office and in the main electric switch in the house at which the murder was committed. The employees themselves, in the person of Mr. Craig, made a request to that effect, but the company refused to turn the lights on at once the murderer might have been caught.

ROYAL VISITORS.

Duo on Sunday.

Two Royal visitors, H. R. H. Prince Vladimir of Denmark and H. R. H. Prince George of Greece, are due to arrive in the Colony on Sunday morning, by the steamer "Birna". The "Birna" is on a tour of Far Eastern ports in connection with the periodical inspection of the East Asiatic Company's business by Mr. Anderson, head of the company, and has a very distinguished party on board. For the accommodation of the party she is fitted up like a pleasure yacht and affords very luxurious accommodation.

The Princes are not in any way connected with the commercial side of the tour and are simply taking advantage of the "Birna's" voyage to travel privately so as to see and enjoy the many sights of the East without being bound down to any official programme. Their tour has throughout been in a strictly private capacity and the "Birna" consequently does not fly the Royal Standard.

ONE IN GLORY.

A Lesson in Typewriting.

The hearing was concluded, at the Magistrate's court, of a case in which Mrs. Schmidt, of No 23 Wong-nai-chung, summoned Miss Nesbit Violet Goldwyn, of No 7 Wild Dal, for disorderly behaviour.

Mr. Gardiner appeared to prosecute, and Mr. P. W. Goldring was for the defendant.

Mr. Gardiner stated that the case for the complainant was shortly that the two women had known each other very well and in July last left out about a cook leaving one of their houses and going to the other. It was alleged that the complainant had tried to induce the cook to leave defendant's employment. After this complainant was continually annoyed by anonymous letters, which she considered came from the defendant. She received many abominable letters and post cards, which were not actually signed by defendant but could be traced to her. There was evidence that these letters were written by a certain man who must be a married man. They were signed in different ways, one "One in Glory" and another "Trust you do well." The writer must have been a most ignorant person.

Evidence was then called as outlined, and the man who was alleged to have written the letters was put in the box and denied that he had done so but could not say that they were not written on his typewriter. He only once tried the typewriter and just hit one key and "burst it up." The key never came up again and he decided to "chuck typewriting" as it was too expensive.

In reply to a question in cross examination witness admitted the possibility that he often came home drunk but he lived up the hillside and was always able to find his way home.

Mr. Goldring submitted that the case was one for civil action for libel. Mr. P. A. Hazland also took the view that there was no offence made out with which he could deal, and dismissed the summons.

SOCIAL AND PERSONAL.

The annual prize distribution in connection with St. Joseph's College takes place to-morrow at 4 p.m., when Sir Francis Pigott will distribute the prizes.

By the transport "Siella" which left to-day Major O. G. Pritchard, Commandant of the Hongkong Volunteer Corps, departed for home, accompanied by Mrs. Pritchard. At Queen's Statue pier this morning the following Volunteer Officers assembled to see him off:—Major A. Chapman, Captain D. Macdonald (No 1 Company), Captain G. P. Lammert, Captain D. Macdonald, Captain Wood (Essex Regiment), Lieutenant H. W. Kennott, Lieutenant M. S. Northcote, Lieutenant J. T. Hayton, Lieutenant J. B. Reynolds and Lieutenant J. S. Gubbay. In addition there were a number of gunners. The launch "Talkook" took a large party on board the transport, where Major Pritchard's health was drunk and farewells said. There were a large number of ladies and gentlemen on board bidding farewell to departing officers.

Sergeant, Cornet and Gunner Brotherton, of the 9th Company, R. O. A., who are both well known in sporting circles, left for home by the "Siella" to-day.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hong Kong Observatory:—

On the 21st at 11.40 a.m. The barometer has fallen moderately over the Leeward, and rapidly over the Taitung and E. coast.

The depression passed over the E. coast of China last evening, and is this morning near the Northern Leeward.

A high pressure area now lies over the continent to the North of the Yangtze, and gradients are rather steep along the China coast.

Hard monsoon, of gale force in the Formosa Channel, is expected to set in over S. China, and the N. part of the China Sea.

Hourly Rainfall for the 24 hours ending at 10 a.m. to-day: 0.60 inches.

Forecast for the 24 hours ending at noon to-morrow:

1. Hong Kong and neighbourhood. A. to E. wind, fresh to strong (4 to 6 m.p.h.).

2. Formosa Channel and N. China Sea.

3. South coast of China between Hong Kong and Lanchow. Breeze at 10 m.p.h.

4. South coast of China between Hong Kong and Lanchow. Same as No. 3.

THE A. D. C. PERFORMANCE.

"The Hobby Horse."

At the Theatre Royal last night the Amateur Dramatic Company played Arthur W. Pinero's three act comedy "The Hobby Horse" to a representative gathering. The complications of the piece have already been explained in the columns of this journal and it is hardly necessary to now repeat them. They afford situations both sad and humorous, and in delineating them the company performed in such a praiseworthy manner that we have no hesitation in recommending those who have not booked seats to go and do so. The first act dragged somewhat but that was due to the feebleness of the play more than to the performers. In the second and third acts, as the plot developed, there was much more vigour and vitality, and the success attained completely compensated for the weakness of the first act. The leading characters were Mr. and Mrs. Spencer Jernyn, Commander Lloyd Thomas and Miss Elvira, the excitable follower of the turf and the gentle lady who does on slim habits were exceptionally well portrayed. At times Jernyn was a little stiff, but generally speaking the performance was an excellent one, whilst high praise is due Miss Blair, for the uniformity of her characterisation of the married lady who has to go through the ordeal of being proposed to by an earnest man. One of the best, if not the best, interpretations of the evening was given by Mr. G. B. Balloch, who took the part of the Rev. Noel Brice. He was the strong, sincere lover to the life, and the earnestness and naturalness which were exhibited throughout did much for Mr. Balloch's ability. As Constance Maxon, the governess who falls in love with Ralph Pinching, and whose chief grievance is that she is kissed perpetually on the brow, Miss Ella Rowe acted with vivacity and feeling. She has a pleasing conception of her part. Mrs. J. Hooper had the role of Bertha, the niece of the Rev. Brice, and she proved a happy and sparkling girl, lively, and not artificial. Miss Rowe had the unsatisfactory task of representing both Mrs. Pincher and Mrs. Landon, small parts in which she really had no opportunity of showing her talents, whilst Mrs. Landon's son, Mr. Jernyn, was taken creditably by Master Higby. Mr. John Robertson made his first appearance on the local stage as Ralph Pinching, the solicitor, but at times did not seem quite at home. His acting was generally good, but was marred by occasional patches of stiffness. The role of Allan Jernyn, the boy who quarrelled with his father over a racetrack opinion, gave Mr. T. G. Gray an opportunity of showing what he is made of. He went through with spirit and tact, and with a little more familiarity with the footlights should develop into a serviceable man on the stage. Most of the humour of the piece is let in by the gang of decayed jockeys who are poked by Mr. Jernyn. Represented by Messrs. Morbury S. Northcote, George Grimble, Blason, and another gentleman who resembled Mr. Gaster, who fell ill and was unable to appear, they were a rough and ready lot, and looked lazy, too old in the tooth, to the life. Mr. Northcote had most of the talk to himself, and as usual was excellent. As a character sketch he ranked with the best performances of the evening. The others had not much opportunity of speaking. They had to look the part—and they looked it. Mr. P. W. Goldring was the groom in the employ of Mr. Jernyn and he made quite an ideal coachman, though he had little opportunity of doing much. The players performed well together and all have to be congratulated upon the manner in which they acquitted themselves. The audience appreciated the play and that was demonstrated by the heartiness of the applause which was frequently given during the evening. The scenery was excellent, and redounded to the credit of Messrs. Robertson and H. W. Birch who designed it. Mr. Robertson was also stage manager and he deserves commendation for the way in which the production was carried through. The performance will be repeated to-night and Saturday night, when there should be bumper houses.

BY WHARF AND WAVE.

There was some rivalry between the police and a Chinese launch owner, in a case at the Magistracy this morning, on a question of speed. The owner of the launch "Kwong Tung" was summoned by the water police for not stopping when called upon by the police to do so. The police officer stated that he saw the "Kwong Tung" going across to Yau-mai with an excessive number of passengers on board and blew a signal for her to stop. She did not stop but instead went full steam ahead and the police launch gave chase and caught her up. At this the defendant smiled a sarcastic smile and said that the statement was ridiculous. He "had the heels" of the police launch; had he put on full speed they would never have been able to get near him. His Worship, Mr. F. A. Hazland, was interested and asked if it was a fact that the police launch called to be left behind by defendant's vessel. The policeman stoutly denied that such was the case and declared that the police boat was capable of the greater speed. His Worship looked on the side of the law and ordered an affidavit to pay a fine of \$10. The Chinaman left the Court protesting that he had been unjustly fined and was understood to offer to race the police for any amount of money.

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THE HONGKONG CHESS CLUB.

A Committee Meeting of the Hongkong Chess Club was held at Mr. Pollock's office, 18 Bank Buildings, on Tuesday, the 18th December, 1906, at 5.15 p.m.

The following fixtures were arranged for the ensuing season:

1. Mr. Pollock's team v. Mr. Danenberg's team. Five sides; one game to decide; no handicap.

2. Correspondence match to be arranged with Shanghai, if possible.

3. (a) Knock-out tournament for the Championship of the Club, best of 3 games; entrance fee \$1 payable in advance; First prize, Cup to be presented by Club; Second prize, prize to be bought with entrance fees.

(b) Knock-out tournament for those who do not enter for the Championship Tournament, best of three games; entrance fee \$1 payable in advance; prize to be bought with entrance fees.

Mr. J. H. Kemp has kindly consented to accept the vacant post of Honorary Secretary.

CANTON NEWS.

(From our Correspondent.)

CANTON, Dec. 19.

I recently made a trip over the Canton-Samshui branch of the Canton-Hankow Railway, and I was glad to find that the Chinese are keeping things going in a very creditable manner. The second-class carriages have been divided into two compartments, the smaller one of which bears the inscription in both Chinese and English, "For Ladies only." There are no separate compartments in third class. The first-class carriages are used by an increasingly large number of the wealthy Chinese, especially between Fatsan and Canton.

A great many tourists take a trip to Samshui and return, and get some interesting glimpses of rural Chinese life. The fact that this section of railway is paying so well ought to stimulate the construction of other lines.

NEW WORK.

As the work on the hand progresses the water front is assuming a very different appearance. There are already a number of prominent buildings that give the city something of the appearance of a western rather than an eastern metropolis. Several stretches of the bund have been completed. It would be easy to find fault with the construction, and many repairs will soon have to be made, but the roadway will be immeasurably better than anything. Canton has enjoyed hitherto and add much to the prosperity of the city. One of the finest buildings on the bund is that of the Electric Supply Company. There is an increasing demand upon the resources of this company. Chinese of all classes appreciate the electric light.

New Buildings have been erected upon Dutch Folly and some of the old ones have been repaired, and the place has a very attractive appearance, especially when it is brilliantly lighted by electricity at night. The Chinese soldiers drilling on the island every afternoon make quite a smart appearance, contrasting greatly with the motley crowd that I remember seeing there ten years ago.

DRILLING BRAVES.

During the last six months I have made several extensive tours into the interior. At every district city I have found "graduates" from the Viceroy's Military School in Canton at work drilling the local braves. Several times I have watched the performances. It would be easy to ridicule, but I prefer rather to think of the future. These numerous beginnings are significant. They indicate, as many other things do, that China is moving.

THE NEW VICEROY.

There are many indications that the coming of the new Viceroy has caused a revival of business. The Chinese, with whom I have talked are much more confident of the future. It is hoped that work on the Canton-Hankow Railway will now be pushed. But there are of course many obstacles to be met with in such an undertaking.

THE ROBERT MORRISON MEMORIAL.

Your readers already know something of the plan of the Canton Missionary Conference to erect a Robert Morrison Cemetery Memorial Building. The Committee in charge of the matter are meeting with much encouragement. A few days ago a draft for One Hundred Guineas, nearly One Thousand Dollars local currency, was received from Sir Robert Hart as his personal contribution to the fund. Along with the draft he sent an appreciation of Dr. Morrison, which the Committee propose to publish in pamphlet form. Rev. John Lake has gone to the United States in the interest of the Memorial. The friends of the movement feel that there is no doubt the sum required will be raised by the end of the Century year, namely \$200,000, which will be turned over to the local Board of Directors of the Young Men's Christian Association to erect and equip a thoroughly up to date Y. M. C. A. Building. Rev. T. W. Pearce, of the London Mission, Hongkong, the District Treasurer of the Fund for Asia. It would not be out of place for all of our readers to send a contribution to Mr. Pearce.

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LONDON LETTER.

(From our Correspondent.)

London, November 9.

The House of Lords is still very busy reforming the Education Bill in the direction of compulsory rates, but they are exhibiting the quality of which Talleyrand warned diplomats, too much zeal. After all the common sense of the peers is not the common sense of the lower house, and still less that of the General Jackson who elects those gentlemen. Nothing is easier than to persuade the electorate that the Lords are their enemies, thwarting public interests for the advantage of the classes, and caution would suggest that it would be better to accept a bad bill botched than to provoke a conflict. If knowledge is power, it is not less true that ignorance is power also, and under democratic conditions, everything is ultimately decided by counting noses, a contest in which it is by no means the wisest who wins. I should be glad to see a slackening in the reforming energy of the peers, in order that a bill of some sort may go through. Otherwise, there would have to be a revolution, which nobody wants, and for which neither party is prepared.

I am delighted to have been entirely wrong in the few remarks I made last week about the municipal elections. Fifth-rate rascals have been content to stay at home and grumble. They asked our rates and last year "they" came round and raised our assessments. Still, we have borne it with a patient shrug. But last Friday came a splendid change. The municipal reformers rose and swept away the progressives. Local Government is no longer to be despised. If the way of civic action can only maintain itself till March next we may look for similar results in the coming municipal elections, and earn a rest from municipal troubles, and a rest from the masses in the interest of the narrow class who humouredly call themselves "working men." A strong filly to the agitation will be given by the seething report on Poplar published to-day.

To day is the King's Birthday, and his Majesty is only sixty five, quite young for a statesman in these days. It is quite fair to describe him as a statesman since during the few years of his reign hitherto he has proved the best Foreign Secretary England ever possessed. To day is also Lord Mayor's day, and unless the drizzly promise of the morning is falsified by noon tide, will prove a wretched one. It seems a pity for Sir William Trevelyan has worked his way to the vicarage in many toilsome years. His name is connected with the widening of Ludgate Hill and the execution of other municipal improvements. His name is a household word in the furnishing world, and best of all is his renown as the crippled children's alderman whose annual benefactions carry joy into thousands of the poorest homes.

The chief name in the obituary of the week is that of Mr. George Herring. Starting the business of life (according to the Times) as a carrier in a City eating house, he next became a bookmaker and finally found his way into the realm of high finance on the Stock Exchange. For years back he has supplemented the annual Hospital Sunday collections by vast sums and now leaves generous legacies to that fund, to the Salvation Army, and to other charities. He was a man of notable unselfishness, and none was ever freer from the vice of self-advertisement. A fraction of what he accomplished would gain a man a knighthood, but he preferred to keep his name unadorned. The suffering poor await a successor in the task of benevolence he undertook.

We are told that honest reform has triumphed over "yellow" anarchy in the election of Mr. Hughes rather than Mr. Hearst to the Governorship of New York. But, if so, how meagrely and at what a cost! A majority of 50,000 in an electorate of a million and a half is insignificant, and even this was obtained by so objectionable a precedent as the interference of the President of the United States in a local contest. Mr. Roosevelt does nothing by halves, and when he decided to interpose he sent Mr. Root to Utica to make against Mr. Hearst chances that would drive a man out of public life in any country morally in advance of a negro republic. For instance, incitement to the assassination of President McKinley was on them. Mr. Hearst is well accustomed to giving and receiving hard blows and it is unlikely that even the present rebuff and the accompanying torrent of abuse will drive him out of the arena. He has his newspaper at the back and has gathered round him a troop of clever and loyal journalistic defenders who have, perhaps, even more influence than they deserve, among the masses.

Navy stokers are a rough lot, and are drawn from a class lower than that of the average blue-jackets, but I shall not be surprised to learn that they have something to say on their own behalf before the court-martial and thorough enquiry that is to be held into the cause of Sunday's mutiny at Portsmouth. Their position seems to be that they run equal risks with other men, that their work is harder, and they are despised by officers who have not the tact even to conceal their contempt. They felt themselves humiliated by an order to kneel and resented it as a growing insult among the wrongs they had endured. It will probably be proved that they were entirely mistaken, but some one must have blundered for the men who mutinied at Portsmouth were not blackguards and were not drunk. They honestly believed that they had a real grievance and the fullest enquiry is desirable to restore the confidence between officers and men, that alone can make the British navy inviolable.

Kyushu's adoption of the metric system has been followed by similar action on the part of Messrs. Joseph Greenfield and Sons (Ltd.). This firm qualify their approval by saying that no rapid advance is possible until the teaching of the metric system and of decimal methods generally is more complete and practical in our schools. They need have no fear of that. As an old schoolmaster I can assure them that nothing is easier to teach than metric measures. It has often cost me at least ten times as much work to convert, say, a French boy to our complicated

ables than to give an English lad a thorough acquaintance with litres and kilometres. The adoption of them would save every child a year of school life and extend British commerce into regions that it barely touches.

An amusing bit on the Times Book Club was entitled "Signs of the Times" (Alston Rivers, 1s.) has been written by the authors of "Wisdom while You Wait." The character of the humor will be best shown by an excerpt from the diary illustrating a week's progress of the campaign.

1. Monday. Great demonstration of cloth-weavers at Bradford, who agree to refuse to supply the Times with cloth. Mr. Moberly Bell, interviewed in the Star, assumes defiant attitude. He declares he can get on perfectly well without cloth.

2. Tuesday. Cloth-brokers begin. Leading article in the Times advocating wood-pulp as enormously superior in comfort and hygienic qualities to the ordinary textile fabric. Issue of confidential circular to all members

THE CHINA MAIL

FRIDAY, DECEMBER 21, 1906

Shipping.

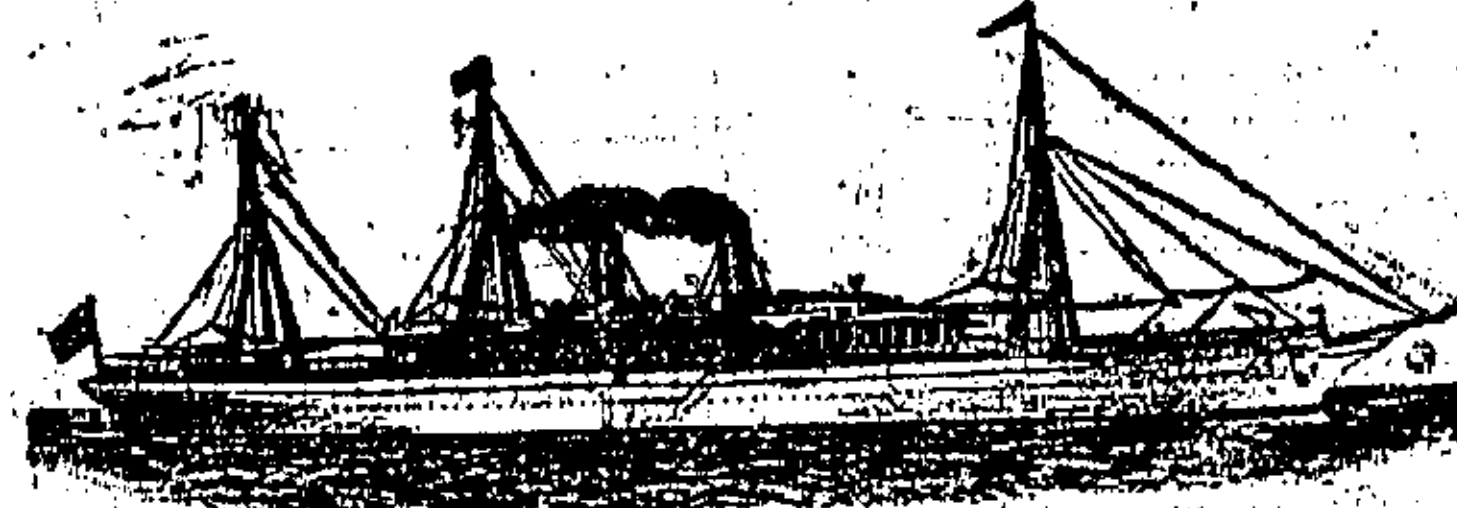
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI & JAPAN	(BORNEO)	About 23rd	Freight and Passengers
SHANGHAI	(DELTA)	About 18th	Freight and Passengers
LONDON, via USUAL PORTS	(DELTA)	19th Dec.	See Special
LONDON and ANTWERP	(YAMUE)	About 2nd	Freight and Passengers
VIA MARSEILLES	(Capt. H. W. KENNEDY, R.N.R.)	January	Passenger

E. A. HEWITT, Superintendent
P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule of 11 Days across the PACIFIC is the "EMPERESS LINE".
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

(Subject to Alteration.)

R.M.S.	LEAVE HONGKONG	ARRIVE VANCOUVER
TARTAR	4425 Tons	Wednesday, Jan. 2, 1907
EMPERESS OF CHINA	6000 Tons	Thursday, Jan. 17, 1907
EMPERESS OF INDIA	6000 Tons	Wednesday, Jan. 23, 1907
EMPERESS OF JAPAN	6000 Tons	Thursday, Feb. 14, 1907
EMPERESS OF AUSTRALIA	6000 Tons	Wednesday, Feb. 20, 1907
EMPERESS OF AFRICA	6000 Tons	Thursday, Mar. 14, 1907

EMPERESS' Steamers will depart from Hongkong at 4 p.m. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Steamer and at Quebec with the Company's new passenger "EMPERESS" Steamer. The through transit to Liverpool being 22 1/2 days from ships, 14,000 tons register. The through transit to London being 22 1/2 days from ships, 14,000 tons register.

A.M.S. MONTAGLE, TARTAR and ARTHUR carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Government.

For further information Maps, Routes, Handbooks, Rates of Freight and Passengers, apply to D. W. CRADDOCK, Acting General Agent, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destination	Steamers	Sailing Dates
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	KAMAKURA MARU, Capt. H. Fraser, Tons 6200	WEDNESDAY, 28th Dec., at Daylight
VICTORIA, B.C., and SEATTLE, WASH., via SHANGHAI, KOBE and YOKOHAMA.	HITACHI MARU, Capt. W. Townsend, Tons 7000	WEDNESDAY, 9th Jan., 1907
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, YAWATA MARU, VILLE and BRISBANE.	TANGO MARU, Capt. E. Moses, Tons 7500	TUESDAY, 26th Dec., at 4 p.m.
BOMBAY, via SINGAPORE and COLOMBO.	AKI MARU, Capt. M. Yagi, Tons 6000	TUESDAY, 8th Jan., at 4 p.m.
NAGASAKI, KOBE and YAWATA MARU, YOKOHAMA.	KUMANO MARU, Capt. N. Mathieson, Tons 6075	FRIDAY, 28th Dec., at Noon
SWATOW & BANGKOK	PROMETHEUS, Capt. K. Homma, Tons 4700	FRIDAY, 21st December, p.m.
	YAMAGUCHI MARU, Capt. H. Harrison, Tons 4000	THURSDAY, Dec. 27, at Noon
	PROMETHEUS, Capt. K. Homma, Tons 4700	WEDNESDAY, 26th December

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamship Lines for all points in Great Britain and on the Continent. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships MINNESOTA - DAKOTA

25,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG and SEATTLE, U.S.A.

Sailing Dates Subject to Change.

DAKOTA, Captain E. FRANKS	On MONDAY, 7th JANUARY, 1907.
MINNESOTA, Captain C. E. AUGER	On TUESDAY, 19th FEBRUARY, 1907.

* Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada, also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connections at Hong Kong for Manila, Santa Fe, Yokohama, Kobe, London and Paris.

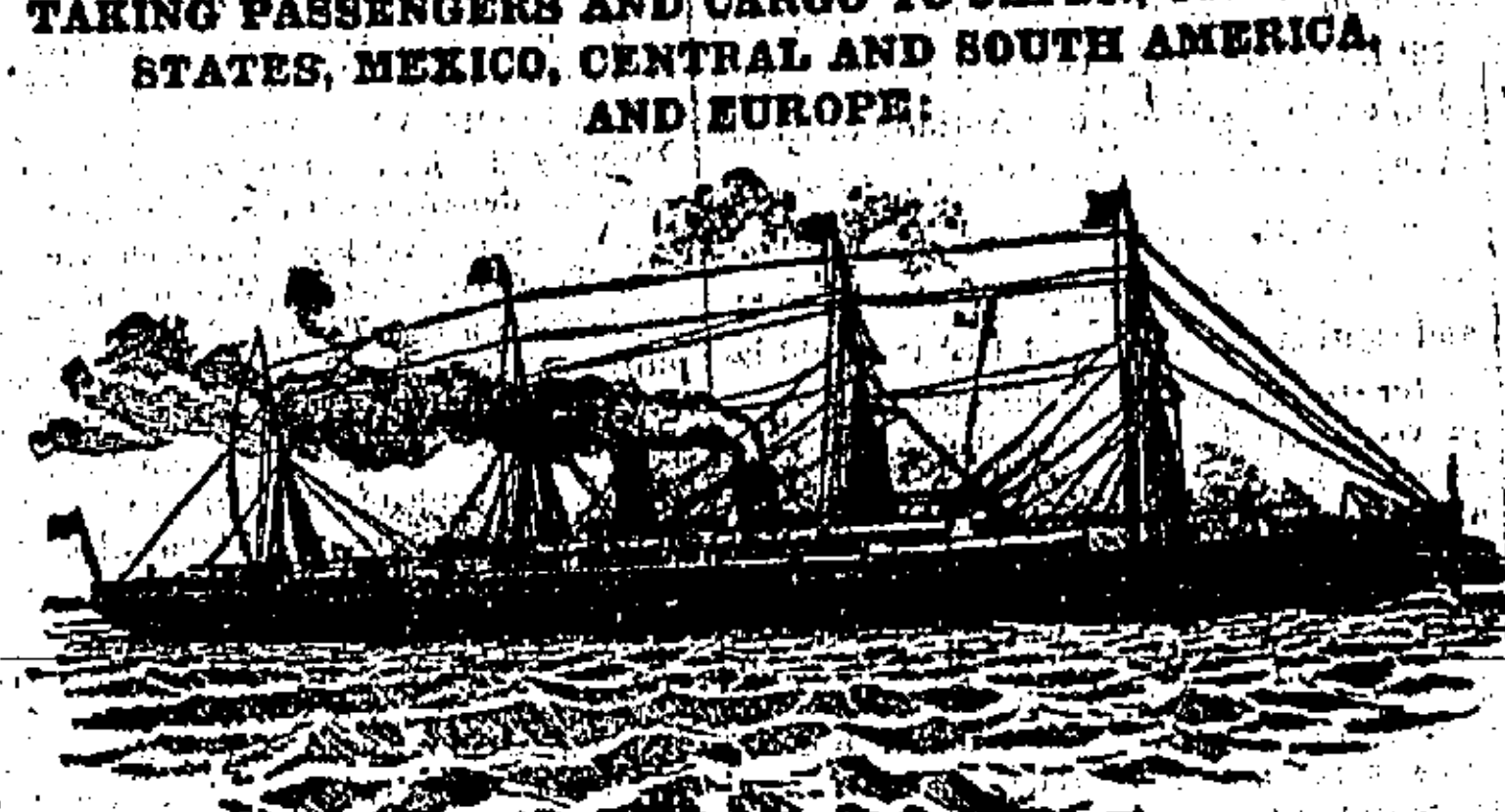
* For convenience of coastwise cable passengers return tickets are interchangeable with regular and time between Japan, China and Hong Kong.

* For full information regarding freight and passage apply to NIPPON YUSEN KAISHA Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES. VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)	DATE	AT
* KOREA	16,000 Gross Tons	FRIDAY, 28th Dec., at Noon
* AMERICA MARU	13,000	TUESDAY, 8th Jan., at Noon, 1907
* SIBERIA	13,000	TUESDAY, 15th Jan., at Noon
* CHINA	13,000	TUESDAY, 22nd Jan., at Noon
* MONGOLIA	13,000	TUESDAY, 29th Jan., at Noon
* NIPPON MARU	11,000	TUESDAY, 5th Feb., at Noon
* DOBIE	9,000	FRIDAY, at Noon
* COPTIC	9,000	SATURDAY, at Noon
* HONGKONG MARU	11,000	TUESDAY, at Noon

* Twin Screw.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 15 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P.M. Steamship KOREA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 28th December, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Government.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via ISLAND SEA OF JAPAN, PORTLAND, OREGON, via MOBI, KOREA & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL ON
NOMANTIA	4370	FELDMANN	January 8

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR SHANGHAI AND SHANGHAI

STEAMSHIP	Tons	Captain	To SAIL
SHANGHAI	10,000	KUANG T.	22nd December
SHANGHAI	10,000	KUANG T.	29th December
SHANGHAI	10,000	KUANG T.	5th January
SHANGHAI	10,000	KUANG T.	12th January
SHANGHAI	10,000	KUANG T.	19th January
SHANGHAI	10,000	KUANG T.	26th January
SHANGHAI	10,000	KUANG T.	2nd February
SHANGHAI	10,000	KUANG T.	9th February
SHANGHAI	10,000	KUANG T.	16th February
SHANGHAI	10,000	KUANG T.	23rd February
SHANGHAI	10,000	KUANG T.	1st March
SHANGHAI	10,000	KUANG T.	8th March
SHANGHAI	10,000	KUANG T.	15th March
SHANGHAI	10,000	KUANG T.	22nd March
SHANGHAI	10,000	KUANG T.	29th March
SHANGHAI	10,000	KUANG T.	5th April
SHANGHAI	10,000	KUANG T.	12th April
SHANGHAI	10,000	KUANG T.	19th April
SHANGHAI	10,000	KUANG T.	26th April
SHANGHAI	10,000	KUANG T.	3rd May
SHANGHAI	10,000	KUANG T.	10th May
SHANGHAI	10,000	KUANG T.	17th May
SHANGHAI	10,000	KUANG T.	24th May
SHANGHAI	10,000	KUANG T.	31st May
SHANGHAI	10,000	KUANG T.	7th June
SHANGHAI	10,000	KUANG T.	14th June
SHANGHAI	10,000	KUANG T.	21st June
SHANGHAI	10,000	KUANG T.	28th June
SHANGHAI	10,000	KUANG T.	5th July
SHANGHAI	10,000	KUANG T.	12th July
SHANGHAI	10,000	KUANG T.	19th July
SHANGHAI	10,000	KUANG T.	26th July
SHANGHAI	10,000	KUANG T.	2nd August
SHANGHAI	10,000	KUANG T.	9th August
SHANGHAI	10,000	KUANG T.	16th August
SHANGHAI	10,000	KUANG T.	23rd August
SHANGHAI	10,000	KUANG T.	30th August
SHANGHAI	10,000	KUANG T.	6th September
SHANGHAI	10,000	KUANG T.	13th September
SHANGHAI	10,000	KUANG T.	20th September
SHANGHAI	10,000	KUANG T.	27th September
SHANGHAI	10,000	KUANG T.	4th October
SHANGHAI	10,000	KUANG T.	11th October
SHANGHAI	10,000	KUANG T.	18th October
SHANGHAI	10,000	KUANG T.	25th October
SHANGHAI	10,000	KUANG T.	1st November
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SHANGHAI	10,000	KUANG T.	10th December
SHANGHAI	10,000	KUANG T.	17th December
SHANGHAI	10,000	KUANG T.	24th December
SHANGHAI	10,000	KUANG T.	31st December

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. * Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	R. Rodger		

Shipping. **PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

PROPOSED SAILINGS OF MAIL STEAMERS

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TRIP TO PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, ROYAL, BRINDISI, & THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
Colon	Hongkong	Marseilles & London	Marseilles (1 day earlier)	London (1 day later)
DELTA	Dec. 28	VICTORIA	Jan. 26	Feb. 2
ABADIA	Jan. 12	CHINA	Feb. 9	Feb. 16
DELTA	Feb. 2	INDIA	Mar. 23	Mar. 31
DELTA	Feb. 23	BRITANNIA	Mar. 23	Mar. 31
DELTA	Mar. 23	MAMORA	Apr. 6	Apr. 14
MAMORA	May 23	Marseilles and London	Apr. 20	Apr. 28
MAMORA	Apr. 23	MOLDAVIA	May 4	May 10
ABADIA	Apr. 23	HIMALAYA	May 13	May 20
DELTA	May 4	VICTORIA	June 2	June 8
DELTA	May 18	INDIA	June 16	June 23

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
Hongkong	about	about
* NAMUR	Jan. 2 (1907)	Feb. 18
* NUBIA	Jan. 16	Mar. 4
* BORNEO	Jan. 30	Mar. 18
* JAVIA	Feb. 13	Apr. 1
* NYANIA	Feb. 27	Apr. 15
* MANILA	Mar. 13	May 1
* NILE	Mar. 27	May 15
* JAPAN	Apr. 10	May 27
	Apr. 24	June 10

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles. * Carries 1st and 2nd Saloon Passengers. * Carries only First Saloon Passengers. For further particulars, apply to

E. A. HEWETT, Superintendent.

2221

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PASSENGER SERVICE.

By the new steamers *Rhenania*, *Hamburg* and *Hohenzollern*. These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics, with very large, well ventilated cabins, sunlight, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at Naples & Plymouth. In addition to the above steamers, the *s.s. Silesia* and *Scandia* carry first-class passengers. Return tickets issued at reduced rates; through tickets issued to New York, via Naples, Southampton and Hamburg.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
for Shanghai, Kobe & Yokohama.	for the Straits, Colombo, Aden, Suez, Port Said, Naples, Plymouth, Havre and Hamburg.
SAMBIA	C. FERD. LAEISZ
29th Dec.	23rd Dec.
SILESIA	ANDALUSIA
2nd Jan.	3rd Jan.
SCANDIA	HOLNSTADT
1st Feb.	11th Jan.
HABSBURG	AMERICA
3rd Mar.	15th Jan.
	SILESIA
	25th Jan.
	SAMBIA
	8th Feb.
	10th Feb.

* Cargo only.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOBI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
* FLEIADIS	3753	F. G. Paxington	About Dec. 31.
* LYRA	4417	G. V. Williams	January 8, 1907.
* SHAWMUT	3753	E. V. Roberts	January 23, 1907.
* HYADES	3753	J. Alwen	January 30, 1907.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CURRIE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-engine *s.s. Shawmut* and *Tacoma* are fitted with very superior accommodation for First and Second Class Passengers. The largest of these vessels are ready at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in hold.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDING.

Shipping. **PASSENGER SEASON** 1907.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

THROUGH STEAMER.

MARSEILLES & LONDON.

VIA COLOMBO AND BOMBAY.

THE S.S. 'MACEDONIA.'

10500 TONS, CAPT. C. D. BENNETT, R.N.R.

Will be despatched at NOON on SATURDAY, the 23rd

MARCH, and is due in Marseilles on the 20th April and London

on the 27th April.

In addition to giving Passengers an opportunity of

spending about 24 hours in BOMBAY this vessel will make

a fast run to MARSEILLES and LONDON. The voyage

from Hongkong to Marseilles should be completed in 28

days and to London in 85 days.

FARES TO MARSEILLES: £61 First and £42

Second Saloon, and to London £65 First and £44 Second

Saloon.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, October 4, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

For

SHANGHAI.....HANGSHAN.....SATURDAY, Dec. 22, at 4 P.M.

SINGAPORE.....FAUSANG.....THURSDAY, Dec. 27, at 3 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chafes, Tientsin, Newchwang and Yangtze Ports.

* Taking Cargo on through Bills of Lading to Kuda, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

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OSAKA SHOSHEN KAISHA.

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BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION:

Tax Co.'s s.s.

For

MASSAN MARU, { TAMSUI, Via SWATOW } SUNDAY, 23rd

Capt. I. SAKURAI, { AND AMOY. } Dec., at Daylight.

* SOSHU MARU, { SHANGHAI, Via SWATOW, } TUESDAY, 25th

Capt. T. SUZUKI, { AMOY AND FOCHOW. } Dec., at Daylight.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon. Amidships.

Unrivaled Table.

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257

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THE Steamship

SANDAKAN,

Captain D. Lutz, will leave for the above

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This splendid Steamer is specially fitted for Passengers and is installed throughout with Electric Light.

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Hongkong, December 18, 1906. 2414

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

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TERMS VERY MODERATE

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HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, December 20th, 1906. At 100 cents per Dollar Mexican.

Butcher Meats.

Beef, prime cut—Moi Lung Pa ... lb 20

Corned—Ham Ngau Yau ... 20

Roast—Shiu ... 20

Roast—Naga Lam ... 15

Soup—Tong Yuk ... 15

Steak—Ngau Yau Pa ... 20

Ontom Ngau Lau Bistola ... 80

Sausages—Ngau Chung ... 28

Ballock's Brain—Slow ... per set 10

Tongue fresh—Ngau Li ... each 60

Corned—Ham Ngau Pa ... 65

Heart—Ngau Tau ... lb 18

Heart—Ngau Sum ... lb 18

Heart—Ngau Kin ... each 7

Heart—Ngau Kerk ... each 7

Kidneys—Ngau Yau ... 10

Tail—Ngau Mei ... 17

Liver—Ngau Oon ... lb 12

Tripe (unpressed)—Ngau To ... 7

Olives Head & Feet—Ngau Chai-lau-lau, set ... 11.00

Mutton Chop—Young Pal Kwat ... lb 24

Leg—Young Pal Kwat ... 24

Shoulder—Young Shau ... 20

Pigs Chittlings—Chi chong ... 24

Brains—Chi Know ... per set 2

Feet—Chi Kerk ... 13

Fry—Chi Chak ... 13

Head—Chi Tau ... 12

Heart—Chi Sum ... each 9

Kidneys—Chi Yiu ... 8

Liver—Chi Oon ... lb 28

Pork Chop—Chi Pal Kwat ... 21

Corned—Ham Chai Yau ... 22

Leg—Chi Pei ... 22

Fat or Lard—Chi Yau ... 16

Sheep's Head and Feet—Young Tau Kerk set ... 60

Heart—Young Sum ... each 6

Kidneys—Young Yiu ... 10

Liver—Young Oon ... lb 24

Sucking Pigs, To Order—Chi Chai ... 18

Suet, Best—Sang Ngau Yau ... 18

Mutton—Sang Yung Yau ... 24

Veal—Ngau Chai Yau ... 20

Sausages—Ngau Chai Cheong ... 20

Poultry.

Chicken—Kai Chai ... lb 27

Capon, Large, Small—Sin Kai ... 28

Ducks—A ... 20

Ducks—Fan Niu ... each 16

Eggs—Hen—Kai Tau ... per dozen 22

Fowls, Canton—Kai ... 30

Hainan—Kai Nam Kai ... 25

Geese—Ngai ... 18

Geese, Wild—Shai Yai Ngai, pair ... each \$2.80

Musk Deer—Wong Kong ... each \$2.80

Hare, Shanghai—Yu Chai ... 55

Partridge—Chi Kerk ... 55

Pheasant—Shan Kai ... pair 45

Quail—Um Chuan ... 27

Holhew—Hol Hoi Pak Kap ... 21

Quail—Um Chuan ... 12

Kiao Birds—Wo Ka Chouk ... dozen 12

Snipe—So Choy ... each 24

Turkeys, Cook—Phor Kai Kung ... 55

Hens—Na ... 42

Wild Ducks, Shai—Shanghai Subop ... pair \$1.10

Teal—Sui Ap Chai ... 55

Wild Ducks, Canton—Sang Shing Sai Ap, ea ... 90

Fish.

Barbel—Ka Yu ... lb 14

Bream—Bin Yu ... 12

Canton Fresh Water Fish—Hoi Sin Yu ... 15

Carp—Li Yu ... 13

Outfish—Chik Yu ... 11

Crabs—Mau Yu ... 11

Crabs—Hal ... 11

Crabs—Se Mang Yu ... 13

Dace—Wong Mei Lun ... 10

Dace—Wong Mei Lun ... 10

Dog Fish—Tui Tu Sa ... 10

Eels, Congor—Hal Mann ... 15

Eels, Fresh water—Tam Sin Yu ... 20

Eels, Yellow—Wong Sin ... 23

Frog—Tien Kai ... 22

Gardrops—Sek Pan

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Vessels Advertised as Load

Vessels, Advertised as Leaving

DESTINATION.	VESSEL.	DATE OF LEAVING.
Callao, Iquique & Japan	Kassato Maru (s)	Dec. 22, at Noon.
Cebu & Iloilo	Kalifong (s)	Jan. 5, at 4 p.m.
Bremen v. Ports of call	Rising Kital Friedrich	Melchers & Swire
Bremen, v. Ports of call	Seydlitz (s)	Sander, Wierler & Co.
Piuna, v. Portland, Or.	James J. Fennell	Portland & A. S. Co.
Kobe & Yokohama	Nomotha (s)	Butterfield & Swire
London, etc.	Chingtu (s)	P. & O. S. N. Co.
Manille, London & C.	Delhi (s)	P. & O. S. N. Co.
Manille, London & C.	Namur (s)	P. & O. S. N. Co.
Manille, London & C.	Macedonia (s)	P. & O. S. N. Co.
Manilla, A'lian, S'p'g, & C.	Kamakura Maru (s)	Nippon Yusen Kaisha
Manilla, A'lian, S'p'g, & C.	Kassato Maru (s)	Melchers & Swire
Manilla, A'lian, S'p'g, & C.	Sandakan (s)	Butterfield & Swire
Manilla, A'lian, S'p'g, & C.	Changsha (s)	Messageries Maritimes
Manilla, A'lian, S'p'g, & C.	Polynesien (s)	Shewan, Tomes & Co.
Manilla, A'lian, S'p'g, & C.	Zakro (s)	Shewan, Tomes & Co.
Manilla, A'lian, S'p'g, & C.	Robt (s)	Matheson & Swire
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Manilla, A'lian, S'p'g, & C.	Robt (s)	Nippon Yusen Kaisha
Manilla, A'lian, S'p'g, & C.	Yasaka Maru (s)	Hamburg-Amerika Linie
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San Pedro v. Japan	China (s)	Pacific Mail S. S. Co.
San Francisco v. Japan	Mogollia (s)	Pacific Mail S. S. Co.
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Shanghai, Kobe & Yama	Salazie (s)	Messageries Maritimes
Shanghai, Kobe & Yama	Shen Kienchik (s)	Melchers & Swire
Shanghai, Kobe & Yama	Shen Kienchik (s)	Sander, Wierler & Co.
Shanghai, Kobe & Yama	Sambis (s)	Hamburg-Amerika Linie
Shanghai, Kobe & Yama	Shen Kienchik (s)	Hamburg-Amerika Linie
Shanghai and Japan	Borneo (s)	P. & O. S. N. Co.
Shanghai	Delta (s)	P. & O. S. N. Co.
Shanghai	Kwangsing (s)	Butterfield & Swire
Shanghai	Shanghai (s)	Jardine, Matheson & Co.
Shanghai	Shanghai (s)	Jardine, Matheson & Co.
Shanghai	Fausang (s)	Jardine, Matheson & Co.
Shanghai	Arratoon Apoc (s)	D. Basson, Sons & Co.
Shanghai	Colombo Maru (s)	Nippon Yusen Kaisha
Shanghai	Messan Maru (s)	Oakaka Shosen Kaisha
Shanghai	Shohu Maru (s)	Oakaka Shosen Kaisha
Shanghai	Haiman (s)	Oakaka Shosen Kaisha
Shanghai	Shanghai (s)	Oakaka Shosen Kaisha
Shanghai	Tango Maru (s)	Oakaka Shosen Kaisha
Shanghai	Piyo (s)	Oakaka Shosen Kaisha
Shanghai	Leyda (s)	Oakaka Shosen Kaisha
Shanghai	Shawmut (s)	Oakaka Shosen Kaisha
Shanghai	Hyades (s)	Oakaka Shosen Kaisha
Shanghai	Tartar (s)	Oakaka Shosen Kaisha
Shanghai	Empress of China (s)	Canadian Pacific R. Co.

December 21, 1906

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	\$ 125	all	\$825
National Bank of China, Limited	99,925	£ 7 2	all	London, \$94 \$47, buyers
MARINE INSURANCES.				
Canton Insurance Office Co., Ltd.	10,000	\$ 250	8	\$297, sellers
China Traders' Insurance Co., Ltd.	10,000	\$ 83.33	25	\$83, buyers
North-China Insurance Co., Ltd.	10,000	£ 15	2	Tls. 824, sellers
Union Insurance Society, Ltd.	10,000	\$ 250	100	\$780, buyers
Yangtze Insurance Association, Ltd.	8,000	\$ 100	60	\$160, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ltd.	80,000	\$ 100	20	\$93
Hongkong Fire Insurance Co., Ltd.	8,000	\$ 250	50	\$335, sellers
DOCKS, &c.				
H.K. & Whampoa Dock Co. Ltd.	50,000	\$ 50	all	\$145, sellers
Que. Wharf & Co., Limited	18,000	\$ 25	8	\$21, sellers
New Amoy Dock Co., Ltd.	10,000	£ 62	82	\$16, sellers
Shanghai Dock & Rtg. Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 105, sellers
STEAMSHIP AND RAILWAYS.				
China and Manch. S. S. Co., Ltd.	30,000	\$ 25	25	\$21, sellers
Douglas Steamship Co., Limited	20,000	\$ 50	all	\$37, sellers
H.K. O. and M. Steamship Co., Ltd.	80,000	£ 15	15	\$27, sales & buyers
Indo-China S. M. Company, Limited	60,000	£ 10	all	\$30, sellers
Star Ferry Company, Ltd.	10,000	\$ 10	10	\$361, buyers
Shell Transport & Trading Co., Ltd.	2,000,000	£ 1	1	130, sellers
Taku Tug and Lighter Co., Ltd.	8,000	Tls. 50	Tls. 50	Tls. 46
Shanghai Tug & Lighter Co., Ltd.	200,000	Tls. 50	Tls. 50	Tls. 55
do Preference	100,000	Tls. 50	Tls. 50	Tls. 50, sellers
REFINERIES.				
China Sugar Company, Limited	20,000	\$ 100	all	\$130, sellers
Emson Sugar Company, Limited	7,000	\$ 100	all	\$31, sellers
Perak Sugar Refining Co., Ltd.	7,000	Tls. 60	Tls. 60	Tls. 111
WHARVES.				
H.K. & Kw. Wharf & Godown Co.	30,000	\$ 50	all	\$34, buyers
Shanghai and Hongkw. Wharf Co.	20,000	Tls. 100	Tls. 100	Tls. 238
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	60,000	\$ 100	100	\$105, buyers
Shanghai Land Investment Co., Limited	52,000	Tls. 60	Tls. 60	Tls. 95, + New Issue, buyers
Kowloon Land and Building Company	26,000	\$ 60	25	\$68, New Issue
Well-harwell Land & Building Co., Ltd.	6,000	\$ 50	30	\$38, sellers
Humphreys Estate & Finance Co., Ltd.	3,748	Tls. 25	Tls. 25	Tls. 12
West Point Building Co., Limited	100,000	\$ 10	all	\$11, buyers
do Preference	12,500	\$ 60	60	\$30, sellers
TRAMWAYS.				
H.K. High-Level Tramways Co., Ltd.	1,250	\$ 50	all	\$215
MINE.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$450, Nomina.
Raub Ant. Gold Mining Co., Ltd.	200,000	£ 1	1810	\$81
HOTELS.				
Hongkong Hotel Company, Ltd.	12,000	\$ 50	all	\$1124
Astor House Hotel (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 135
Astor House Hotel, Ltd. (S'hal)	30,000	\$ 25	25	\$30
DIFFERENTIAL.				
A. S. Watson & Co., Limited	90,000	\$ 10	10	\$11.75, sales & buyers
Watkins Limited	10,000	\$ 10	10	\$2, sellers
ISLANDING.				
H.K. and China Gas Co., Limited	7,000	£ 10	all	\$175, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 60	Tls. 60	Tls. 1293
Hongkong Electric Co., Limited	60,000	\$ 10	10	\$16, sales & buyers
RAIL AND CARRIAGE.				
Green Island Cement Co., Ltd.	200,000	\$ 10	10	\$201, buyers
WHOLESALE.				
Bull's Asbestos Barbers Agency, Ltd.	8,004	£ 12/6	12/6	\$7, sellers
United Asbestos Oriental Agency, Limited	5,000,000	£ 10	10	\$ 10, buyers
H.K. Steam Waterboat Co., Ltd.	15,000	\$ 10	10	\$74
Hongkong Dairy Farm Co., Ltd.	25,000	\$ 75	all	\$235, sellers
Hongkong Ice Company, Limited	7,500	\$ 20	20	\$20, buyers
Shanghai Ice Co., Ltd.	7,500	\$ 20	20	\$22, sellers
H.K. Rope Manufacturing Co., Ltd.	50,000	\$ 10	10	\$13, sellers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$ 10	10	\$13, sellers
Woo Cotton Spinning and Weaving Co., Ltd.	23,000	Tls. 50	Tls. 50	Tls. 65, ex div.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 80
Leong-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 80
Soy Cheong Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 334, buyers
China Provident Loan Mortgage Co., Ltd.	200,000	\$ 10	10	\$9.25, buyers
China Borneo Company, Ltd.	60,000	£ 12	12	\$10, sellers
Campbell, Moore & Co., Limited	1,200	\$ 10	all	\$33
Wm. Powell, Ltd.	1,000	\$ 10	10	\$3, sellers
South China Morning Post	4,000	\$ 25	25	\$33, sales
China Light and Power Company	50,000	\$ 10	10	\$10, sellers
Steam Laundry Company, Limited	30,000	\$ 5	5	\$535, sales
OSCAR COMPANIES.				
Philippine Co., Ltd.	67,600	\$ 10	10	\$8
Alphabeta Limited	300	\$ 50	50	\$120
LOANS.				
Amount	Value.	Interest.	Quotations.	
Chinese Imperial 1896	747,800 Tls.	2502 1/2 p. annu. 1%		
VERNON and SMITH, 20, Broad Street.				